



TAC LOCAL GOVERNMENT GRANT CASE STUDIES

This program provides grants to LGAs throughout Victoria to analyse local road safety issues and/or develop and implement low cost and effective infrastructure targeting cyclist and pedestrian safety. Below are some examples of projects that have been delivered in previous years.

INFRASTRUCTURE PROJECTS

Raised Pedestrian Crossing Gheringhap Street, Geelong

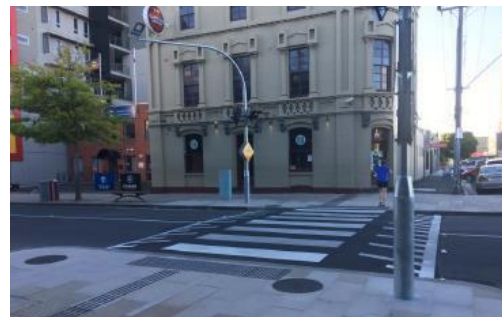
TAC Grant Funding – \$36,364.00 Council
Contribution – \$98,436.00

What was the project?

The City of Greater Geelong Council installed a raised pedestrian/wombat crossing at Gheringhap Street, Geelong. The objective of the project was to slow vehicle speeds and improve pedestrian safety at the existing crossing point.

What was the outcome?

The raised pedestrian crossing has improved the safety of pedestrians, namely students of Deakin University, by increasing driver awareness of the designated pedestrian crossing point and also reducing vehicle speed.



Yarra Glen River Circuit Underpass, Yarra Glen

TAC Grant Funding – \$100,000.00 Council
Contribution – \$443,965.97

What was the project?

The Yarra Ranges Council constructed an underpass at the Melba Highway crossing on the Yarra Glen Circuit shared user path. The objective of the project was to connect the eastern residents of Yarra Glen and visitors to the main leisure and recreation open spaces located to the west of the Melba Highway.

What was the outcome?

The underpass on the Yarra Glen Circuit at the Melba Highway crossing has increased pedestrian and cyclist safety by removing the highway crossing completely and allowing users to walk/ride safely under the highway.



Shared Path Network and Signage, Yarrawonga

TAC Grant Funding – \$80,000.00 Council
Contribution – \$162,000.00

What was the project?

The Moira Shire Council installed a shared user path and bus interchange on Gilmore Street, Yarrawonga. In 2018, Yarrawonga P-6 campus was relocated from Tom Street to the Gilmore Street campus, placing increased demand on the local road. The project aimed to provide a safer environment for pedestrians, cyclists and motorists and to encourage walking and cycling in the area.

What was the outcome?

The shared user path on Gilmore Street, Yarrawonga, has improved the safety of pedestrians and cyclists by minimising the time pedestrians and cyclists spend on the road as well as reducing vehicle speed on the busy local road.



Raised Priority Crossings for Pedestrians and Cyclists- Ellis Street / Curtain Street and Ellis Street / Neale Street Roundabouts, Flora Hill

TAC Grant Funding – \$65,000.00 Council Contribution – \$65,000.00

What was the project?

The City of Greater Bendigo installed two raised separated cyclist and pedestrian priority crossings on Ellis Street/Curtain Street and Ellis Street/Neal Street Roundabouts in Flora Hill as part of the Bi-directional Bike Path project. The objective was to help improve safety for pedestrians and cyclists by providing a safe place to cross and provide separation from vehicles.



What was the outcome?

The installation of the raised priority crossings has improved safety for both cyclists and pedestrians by providing a safe place for these groups to cross at each roundabout. Council has reported that the raised pedestrian crossings have also reduced the pressure within the roundabouts due to a reduction in vehicle approach speed.

Creating Safer Systems in Glen Avon Estate, Bannockburn

TAC Grant Funding – \$77,650.00 Council Contribution – \$168,311.58

What was the project?

Golden Plains Shire Council constructed a shared user path between Glen Avon Drive and Yverdon Drive in Bannockburn. The objective of this project was to connect two unlinked concrete paths, providing an uninterrupted link between Glen Avon Estate, the town centre and local schools. The path was intended to carry vulnerable road users including pedestrians, scooter riders and bike riders.



What was the outcome?

The installation of the shared user path between Glen Avon Drive and Yverdon Drive has increased safety of pedestrians, scooter riders and cyclists by redirecting them away from the road. The path has also provided an uninterrupted route into the town centre and nearby local schools allowing for safe, active travel in the community.

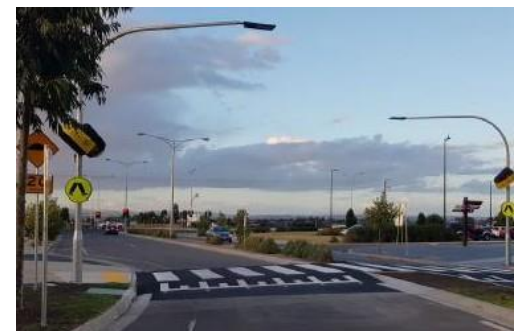
Morrison Road Raised Pedestrian Crossing, Clyde

TAC Grant Funding – \$61,168.50 Council Contribution – \$61,893.79

What was the project?

The City of Casey constructed a raised pedestrian/wombat crossing on Morrison Road north of the roundabout with Green Gully Road, Clyde. This project aimed to increase the safety of pedestrians crossing the road to access nearby facilities including supermarkets and cafes.

The project objectives were to increase awareness of pedestrians, reduce vehicle speeds and reduce the size of the conflict zone between pedestrians and vehicles.



What was the outcome?

The installation of the raised pedestrian crossing has delivered significant road safety improvements on Morrison Road, Clyde. The raised pavement at the crossing site provides additional safety enhancements as vehicles have to slow down on approach and when travelling through the crossing side. The raised pedestrian crossing also assists vulnerable pedestrians (namely the elderly from the nearby retirement village) access the local facilities safely.

ANALYSIS PROJECTS

[Child Pedestrian and Cyclist Safety Analysis at St Arnaud Schools, St Arnaud](#)

TAC Grant Funding - \$25,080.00

What was the project?

The Northern Grampians Shire Council undertook an analysis project focusing on child pedestrian and cyclist safety around three schools in St Arnaud: St Arnaud Primary school, St Patrick's Catholic Primary School and St Arnaud Secondary College. The object of the project was to develop a more structured approach to road safety around the schools by identifying, prioritising and estimating the cost of child pedestrian and cyclist safety improvements to provide an overall better outcome.

What was the outcome?

Upon completion of the analysis, the consultant prepared a report detailing the major safety concerns as well as potential treatments and associated costs which could be implemented to improve child pedestrian and cyclist safety in the future. The Northern Grampians Shire Council completed this project with the intent of applying for an infrastructure grant in the subsequent Local Government Grants round.

[Evaluation of User Experience of Moray Street Bicycle and Pedestrian Improvements including innovative protected bike lanes in roundabouts](#)

TAC Grant Funding - \$14,146.00

What was the project?

The City of Port Phillip completed an evaluation of user experience of the Bicycle and Pedestrian Improvements installed on Moray Street. The project included evaluation of protected bike lanes which were introduced in roundabouts. As part of its Move, Connect, Live Strategy, the City of Port Phillip had committed to installing protected bike corridors on local streets over a period of ten years. The results of the evaluation were intended to inform future projects aimed at improving cyclist safety on local roads.

What was the outcome?

The evaluation results were to be shared with State and Council officers and transport consultants who design and retrofit streets to improve safety of cyclists and/or pedestrians.

[Designing an effective pedestrian/cycling safety treatment for Horsham CBD intersection](#)

TAC Grant Funding - \$25,000.00

What was the project?

Horsham Rural City Council undertook analysis of the Firebrace Street and McLachlan Street intersection in Horsham CBD. The aim of the project was to identify pedestrian and cycling road safety issues and risk factors associated with the roundabout. Council intended use the analysis to inform safety improvement treatments in this location for future projects.

What was the outcome?

The project delivered a detailed design, including construction ready drawings for the installation of a wombat pedestrian crossing. The analysis of intersection usage indicated that the main safety concern centred on pedestrians crossing the intersection. This treatment prioritises pedestrians over cars and if successful in increasing road safety, Council would consider extending it to other roundabouts in the municipality.

[Investigating Road Safety Issues to Guide the Development of a Walking & Cycling Strategy, Wangaratta](#)

TAC Grant Funding - \$18,000.00

What was the project?

The Rural City of Wangaratta undertook analysis to investigate road safety issues and inform the development of a Walking and Cycling Strategy. The aim of the project was to identify key safety issues for pedestrians and cyclists in the municipality with the identified issues forming the basis of key recommended actions within the strategy.

What was the outcome?

The project identified key pedestrian and cycling road safety issues in Wangaratta and informed Council's development of a new Walking and Cycling Strategy for 2020 - 2030. Upon completion of the project, Council had prepared a draft copy of the Strategy which has since been endorsed. The intent of the strategy is to guide the planning, development, management and promotion of walking and cycling trails over the 10 year period as well as encouraging more people in the municipality to use active forms of transport.